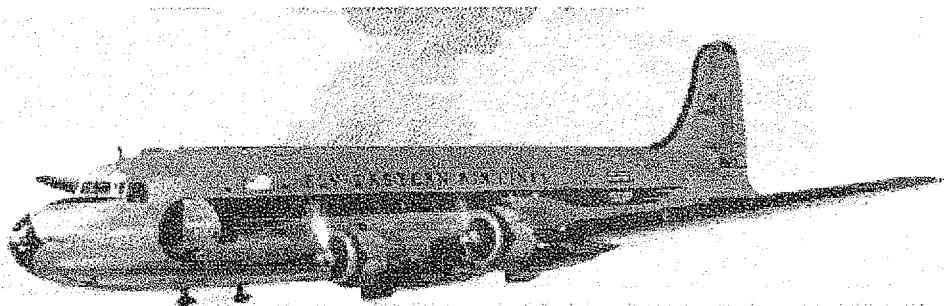


8



WINSLOW-LINDBERGH REGIONAL AIRPORT Winslow, Arizona

AIRPORT MASTER PLAN - 1998 AIRPORT LAYOUT PLAN (ALP)

PREPARATION OF THE AIRPORT LAYOUT PLAN (ALP)

The Airport Layout Plan (ALP) is a set of scaled drawings that depict the existing and planned ultimate airport land and facilities. The content of the ALP drawing set is specified in FAA Advisory Circular AC 150/5300-13, Appendix 7, Airport Layout Plan Components and Preparation.

A typical ALP drawing set consists of the following components:

- Title Sheet
- Airport Layout Drawing
- Terminal Area Drawing(s)
- Runway RPZ Plan & Profile Sheets (for each runway end)
- Airport Property Map
- Airport Airspace Drawing (showing all FAR Part 77 airspace)
- Airport Land Use Drawing

The Airport Layout Plan set for Winslow-Lindbergh Regional Airport includes all of the above listed components, as well as an Airport Land Inventory & Horizontal Control Plan (Sheet 8), which includes specific horizontal and vertical control for the airport property and runway geometry, correlated to the Arizona East State Plane Coordinate system.

The Airport Layout Plan set (11 sheets) is included at the end of this section for reference, in a reduced size format (11"x 17"). The full size (24" x 36") drawings are considered to be the official ALP, and a part of this Master Plan document.

Section 8: Airport Layout Plan (ALP)

Major Planning Features of the Winslow ALP

The Airport Layout Plan (ALP) for the Winslow-Lindbergh Regional Airport was developed to serve as a flexible planning tool that can be used by the City to decide upon various courses of action as local and regional demographic, economic and aviation industry changes occur. It is important to understand that the ultimate features of the ALP *may or may not be developed*, depending upon the actual demand that occurs based on these factors.

The ALP features the following major elements, dictated by current operational requirements and the forecast demand levels, as well as possible specific future events that might require development of specific infrastructure:

- The terminal area has been planned such that a separation can be made between the U.S. Forest Service operations of large C-130 class aircraft and operations by lighter general aviation aircraft. This has been accomplished by planning for the removal of a portion of the existing paved parking apron, and replacing it with a separate apron, removed from the U.S.F.S. operations area. The result is a "buffer" area between U.S.F.S. activities and those of the lighter aircraft types. A blast fence between the U.S.F.S. and light aircraft aprons is also included to provide protection from propeller and jet blast during runups of the larger aircraft.
- The curved parallel taxiway adjacent to the existing terminal area is planned to be straightened in the future, based on the Planning Advisory Committee's decision. This will necessitate removal and replacement of the Terminal and Restaurant buildings. In the short term, however, the buildings will remain in use and large aircraft will be restricted from use of the curved section of taxiway by rerouting them back to the runway with additional guidance signage, via a new connector taxiway (ultimate Taxiway C).
- The terminal area layout also provides for separation between general aviation/U.S.F.S. operations and the possible future commuter airline activity. A separate site for ultimate development of an airline terminal and related FBO services has been planned. This is located adjacent to the currently little-used South G.A. Apron.
- The plan includes design for the ultimate extension of Runway 11-29 as much as 2,100 feet to the northwest. This will provide adequate runway length to accommodate summertime use by larger business and air carrier aircraft, such as the Learjet 55C (at 21,500 pound takeoff weight), the Sabreliner NA-265-80A (at its gross 25,500 pound takeoff weight), the DC-9-12 (at 79,500 pound takeoff weight) and the Boeing 737-200 (at somewhat reduced operating weights, up to about 90,000 pounds). Extension to the northwest will also allow movement of the Runway 29 threshold to the northwest and away from the existing Head Start school and residential area.

Section 8: Airport Layout Plan (ALP)

- Ultimate development for Runway 11-29 also includes installation of a "precision" approach to Runway 11. This is based on the assumption that these approaches will be much more economically feasible with the full implementation of the Global Positioning System (GPS). It is important to note that, because of the wider Primary Surface requirement for the precision approach, many structures in the terminal area would penetrate FAR Part 77 surfaces. These would need to be lighted or removed. The actual instrument approach visibility and/or decent minimums that would be achievable would probably be higher because of the existence of these obstructions. The "standard" precision approach minimums with no obstructions is decent to 200 feet AGL and ½ mile visibility. A precision approach with Primary Surface penetrations may be to only 300-400 feet AGL and ¾ or even one mile visibility.

Modifications to Current FAA Standards

All airport development carried out at Federally obligated airports (generally those which have received federal funding assistance grants within the past twenty years) must be done in accordance with an FAA-approved ALP. The improvements shown on the ALP must conform to the FAA design standards that existed at the time of plan approval, unless specific waivers are granted.

Because of changes in certain FAA design criteria over the years, and the change in the ultimate role of the Winslow airport, several areas of noncompliance are in existence. These include the following:

1. The existing buildings in the terminal area do not comply with current Runway Visibility Zone (RVZ) requirements, as contained in AC 150/5300-13, Par. 503, Line of Sight Standards. A Building Restriction Line (BRL) has been established which allows these buildings to remain, but ensures that no new construction will occur that will impact the RVZ in the future.
2. The existing Terminal Building is located within the Taxiway Object Free Area (OFA). This is in nonconformance with AC 150/5300-13, Par. 404, Taxiway and Taxilane OFA. Although this building is scheduled to be removed in the ultimate term, a design waiver will be required in the meantime.
3. The existing parallel taxiway separations from the runways do not comply with the standards contained in AC 150/5300-13, Par. 209., Runway to Parallel Taxiway and Taxilane Separation.

These items are noted on the Airport Layout Drawing (see ALP Sheet 2). The review and approval process by the FAA will include a determination regarding the acceptability of the departures from standard criteria.

Section 8: Airport Layout Plan (ALP)

Obstructions to Air Navigation (Penetrations of FAR Part 77 Surfaces)

Analysis of the FAR Part 77 airspace surrounding the airport indicates that there are many existing and potential obstructions to air navigation.

These obstructions effect both the existing and ultimate surfaces, as summarized below:

Runway 11-29 (Existing): Objects which have been defined as obstructions include the following:

- ... Brush and a fence within the 34:1 Approach Surface to Runway 11 (see ALP Sheet 4);
- ... brush and a fence within the Primary Surface (see ALP Sheet 5);
- ... the rotating beacon, power and light poles, the Terminal Building and Restaurant, the auto parking access road, brush, and a large elm tree within the 7:1 Transitional Surfaces (see ALP Sheet 5); and
- ... trees and an obstruction-lighted tank within the 34:1 Approach Surface to Runway 29 (see ALP Sheet 5).

Runway 11-29 (Ultimate): Objects which have been defined as obstructions include the following:

- ... Industrial Park Road, in its present location, would constitute an obstruction to the 34:1 Approach Surface to Runway 11 after its extension (see ALP Sheet 4). The ALP indicates that this road will be relocated.
- ... Antennas and weather equipment sensors, trees, the rotating beacon, power and light poles, the above-ground fuel tanks, the vacant Weather Balloon building (near fuel tanks), a fire hydrant, the Terminal Building and Restaurant, a post, and brush within the Primary Surface (see ALP Sheets 4 and 5);
- ... a light pole, the T.A.T. Hangar, a power pole, the Storage Garage and its antenna, the auto parking access road, the wind cone and a tree within the 7:1 Transitional Surfaces (see ALP Sheets 4 and 5);

Section 8: Airport Layout Plan (ALP)

Runway 04-22 (Existing & Ultimate): Objects which have been defined as obstructions include the following:

- ... A road, fence, post, and power poles within the 34:1 Approach Surface to Runway 4 (see ALP Sheet 6);
- ... A post, tree, brush, and the top of the levee within the Primary Surface (see ALP Sheet 7);
- ... The existing wind cone within the 7:1 Transitional Surface (see ALP Sheet 7); and
- ... Power poles, a floodlight (in railroad yard), and trees within the 34:1 Approach Surface to Runway 22 (see ALP Sheet 7).

Conical and Horizontal Surfaces (Ultimate): There are several terrain penetrations to these surfaces, to the west and southwest of the Runway 4 approach (see ALP Sheet 9).

A plan for removal or lighting of all existing obstructions, according to the recommended actions contained in the ALP, should be developed. If future demand warrants the extension of Runway 11-29 and/or the installation of a precision approach, lighting or removal of the ultimate obstructions will be considered a part of eligible project costs for development.

Section 8: Airport Layout Plan (ALP)

AIRPORT LAYOUT PLAN SET INDEX

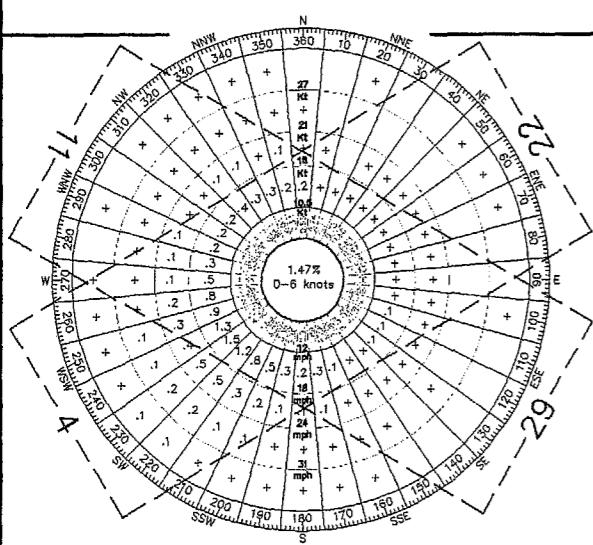
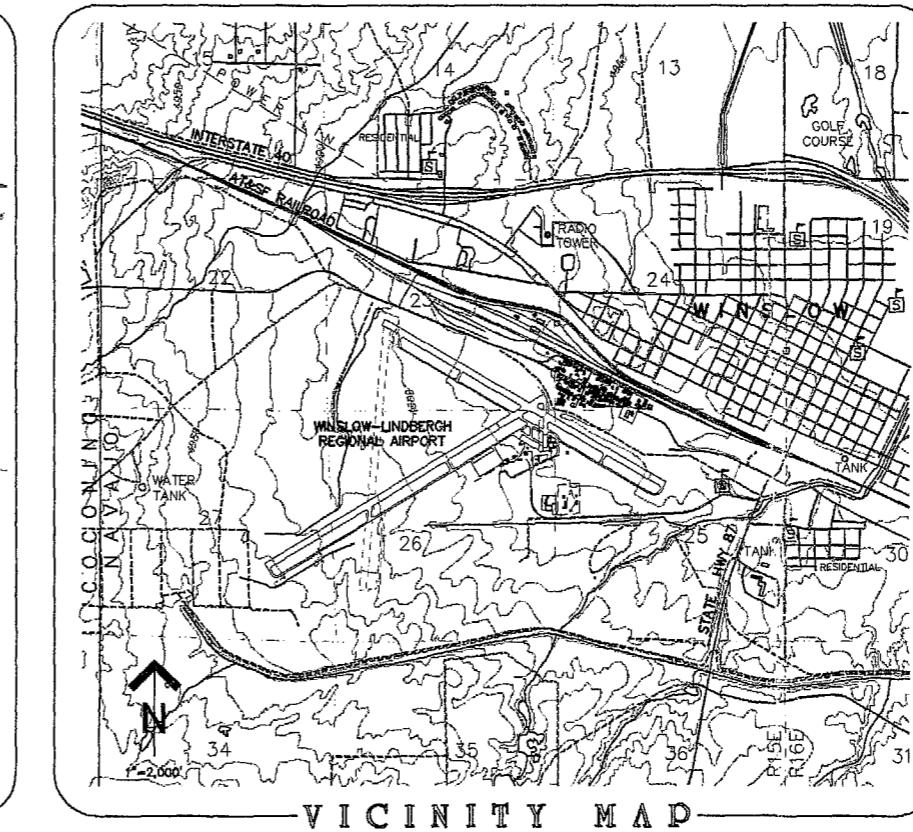
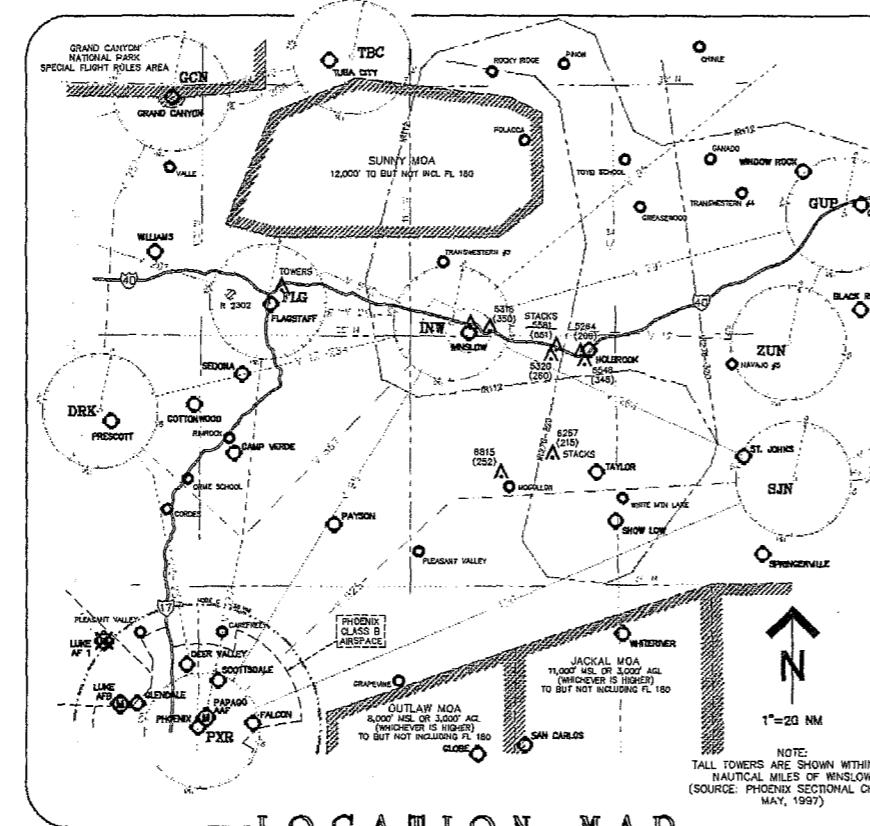
The Winslow-Lindbergh Regional Airport ALP drawing set (included on the following pages) contains the following sheets:

-
1. Title Sheet
 2. Airport Layout Drawing
 3. Terminal Area Drawing
 4. Runway 11 RPZ Plan and Profile
 5. Runway 29 RPZ Plan and Profile
 6. Runway 4 RPZ Plan and Profile
 7. Runway 22 RPZ Plan and Profile
 8. Airport Land Inventory and Horizontal Control Map
 9. Airport Airspace Drawing - Southeast
 10. Airport Airspace Drawing - Northwest
 11. Airport Area Land Use Drawing
-

AIRPORT LAYOUT PLAN

WINSLOW-LINDBERGH REGIONAL AIRPORT

WINSLOW, ARIZONA



WIND COVERAGE

- SOURCE -
WINSLOW-LINDBERGH REGIONAL AIRPORT RECORDS FOR 1986 - 1995
NATIONAL CLIMATIC DATA CENTER - ASHEVILLE, NC

* THE "HIGH WIND" ANALYSIS CONSIDERS ONLY WIND CONDITIONS OF >16 KNOTS (18 mph).

REVISIONS
No. BY DATE CHANGE

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION ABOVE MSL	4938.75	4938.75
AIRPORT REFERENCE POINT (NAD 83)	LATITUDE 110°43'21.04" W	LATITUDE 35°01'23.03" N 110°43'29.19" W
AIRPORT AND TERMINAL NAVAIDS	VOR & DME (OFF-SITE), GPS	VOR & DME (OFF-SITE), GPS
AIRPORT VISUAL AIDS	BEACON	BEACON
MEAN MAX. TEMP. OF HOTTEST MONTH	93.9° JULY	93.9° JULY
AIRPORT REFERENCE CODE (ARC)	ARC C-II	ARC C-III
GPS APPROACH	YES	YES
DESIGN AIRCRAFT	GULFSTREAM III	BOEING 737-200
RUNWAY END COORDINATES (NAD 83)		
RUNWAY 11 - THRESHOLD	LATITUDE 110°43'40.35" W	LATITUDE 35°01'44.80" N
RUNWAY 11 - END OF PAVEMENT	LATITUDE 110°43'44.11" W	LATITUDE 35°01'46.70" N
RUNWAY 29 - DISPLACED THRESHOLD	LATITUDE 110°43'30.25" W	LATITUDE 35°01'12.06" N
RUNWAY 29 - END OF PAVEMENT	LATITUDE 110°42'26.18" W	LATITUDE 35°01'14.08" N
RUNWAY 4 - END AND THRESHOLD	LATITUDE 110°44'16.34" W	LATITUDE 35°00'51.34" N
RUNWAY 22 - DISPLACED THRESHOLD	LATITUDE 110°43'12.30" W	LATITUDE 35°01'23.47" N
RUNWAY 22 - END OF PAVEMENT	LATITUDE 110°42'59.39" W	LATITUDE 35°01'29.94" N

(1) SOURCE: NOS AIRPORT OBSTRUCTION CHART DATED OCTOBER, 1990 - CONVERTED FROM NAD 27.

(2) SOURCE: CALCULATED FROM (1)

SUBMITTED	<i>Nicholas J. Pela</i>	APPROVED,
		City of Winslow
SUBMITTED	<i>Ronald D. Schreier</i>	APPROVED,
		Date <u>07/01/98</u>
SUBMITTED	<i>Ronald D. Schreier</i>	APPROVED,
		Planning Advisory Committee
		Date <u>07/01/98</u>

Prepared by:
NICHOLAS J. PELA and ASSOCIATES
AVIATION PLANNERS
and
Gunnell Fleming
ENGINEERS AND PLANNERS

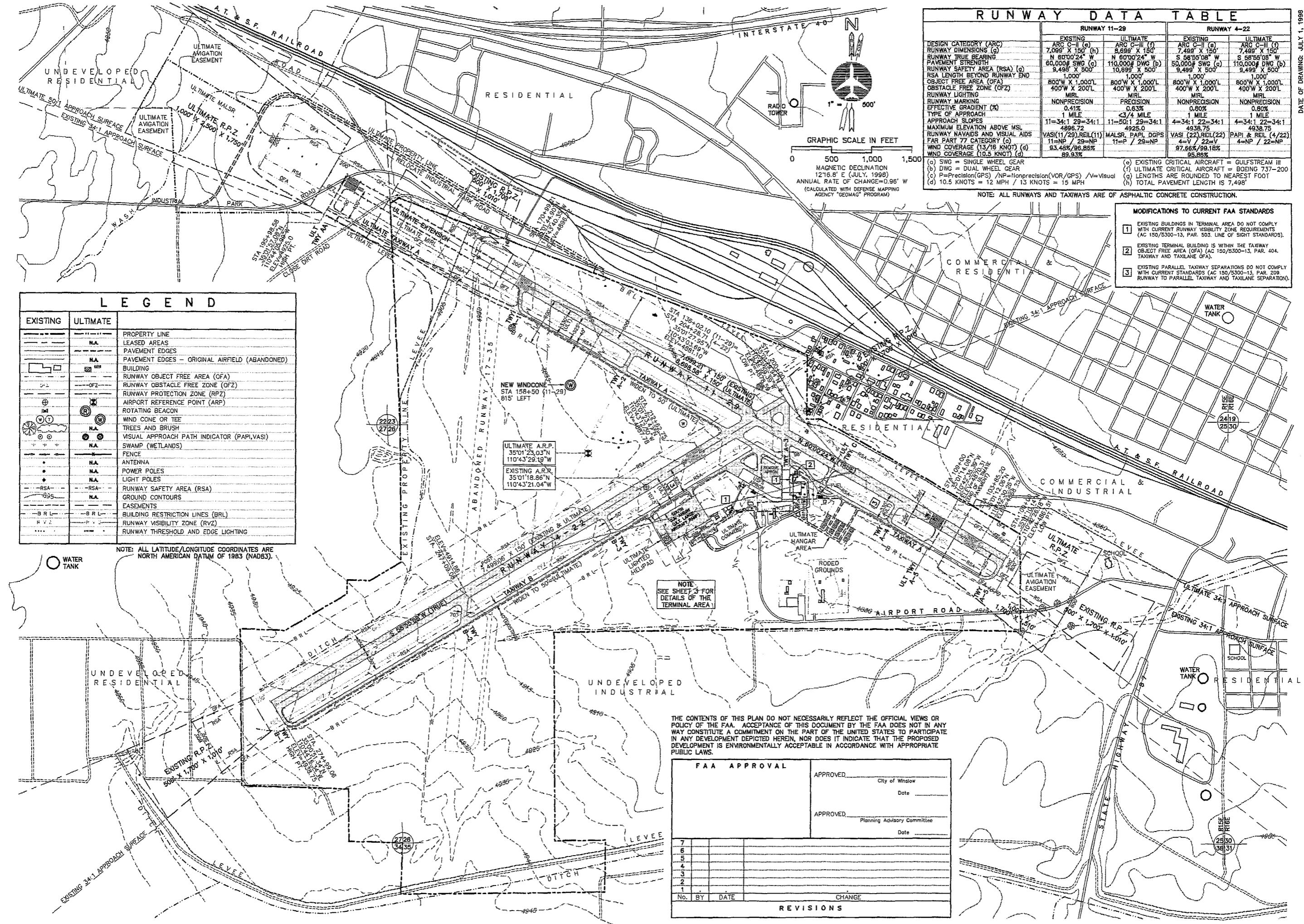
DATE OF DRAWING: JULY 1, 1998

SHEET 1 OF 11

AIRPORT LAYOUT DRAWING

WINSLOW-LINDBERGH REGIONAL AIRPORT

Winslow, Arizona



TERMINAL AREA DRAWING

WINSLOW-LINDBERGH REGIONAL AIRPORT

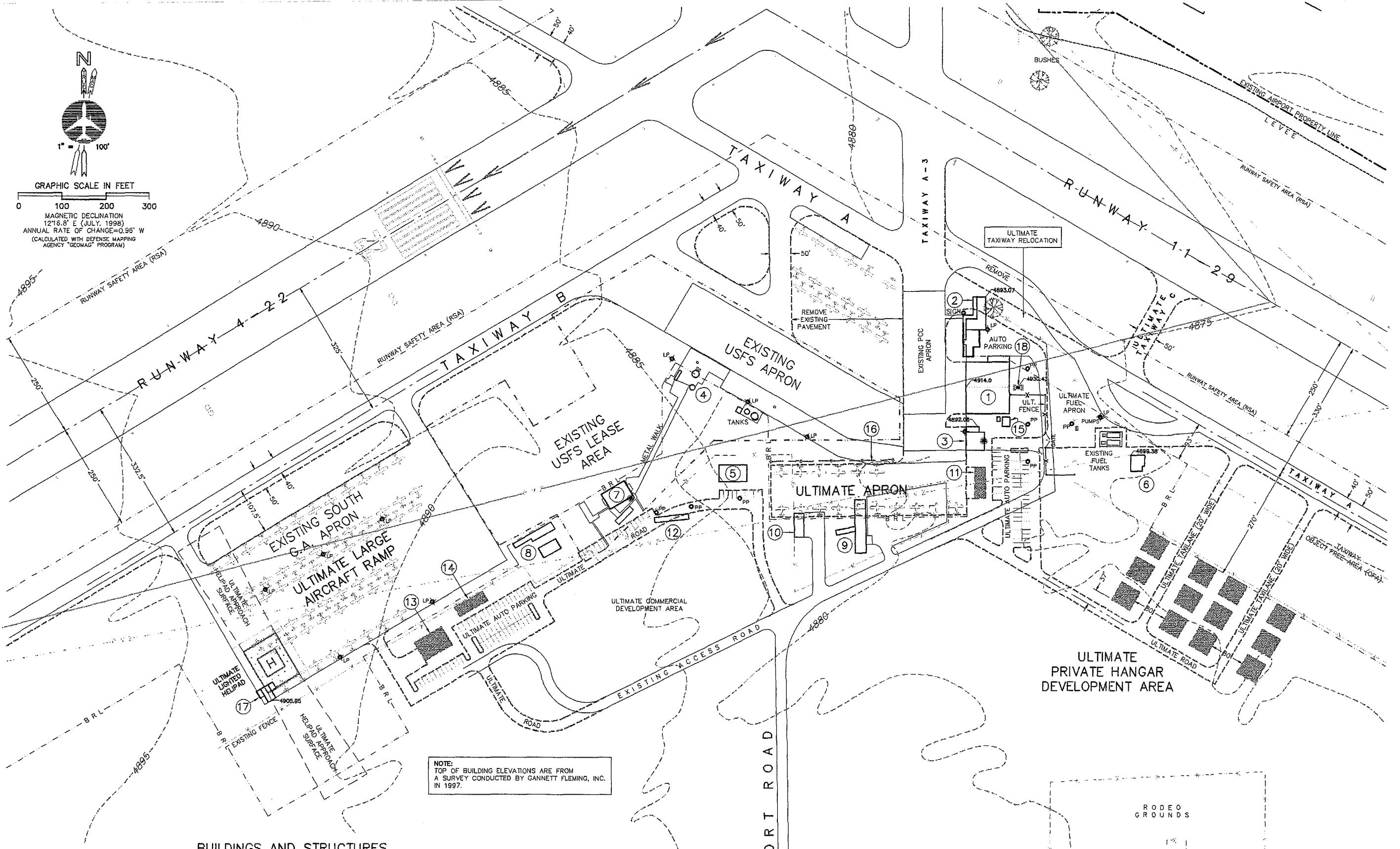
Winslow, Arizona

Prepared by:
NICHOLAS J. PELA and ASSOCIATES
AVIATION PLANNERS

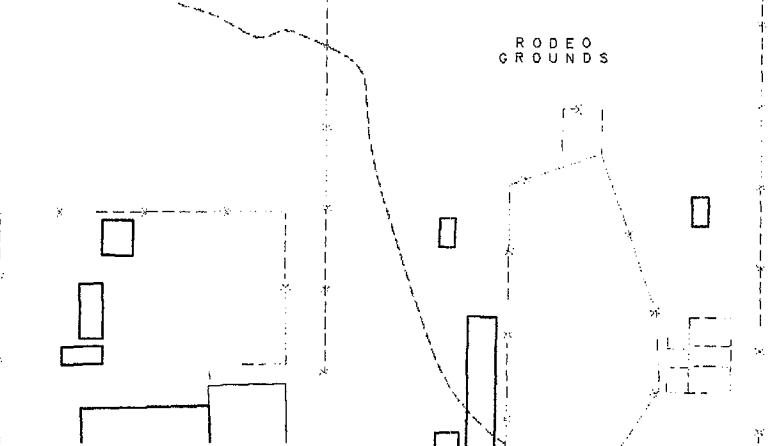


and
GANNETT FLEMING

DATE OF DRAWING: JULY 1, 1998
PLANNED: 07/01/98
DRAWN: 07/01/98
ENGINEERED: 07/01/98
SHEET 3 OF 11

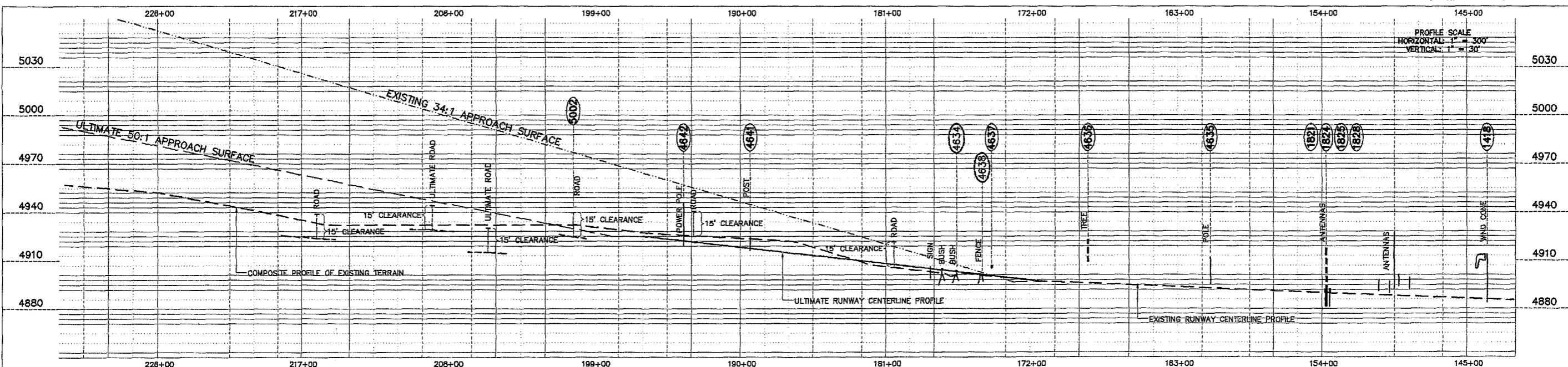
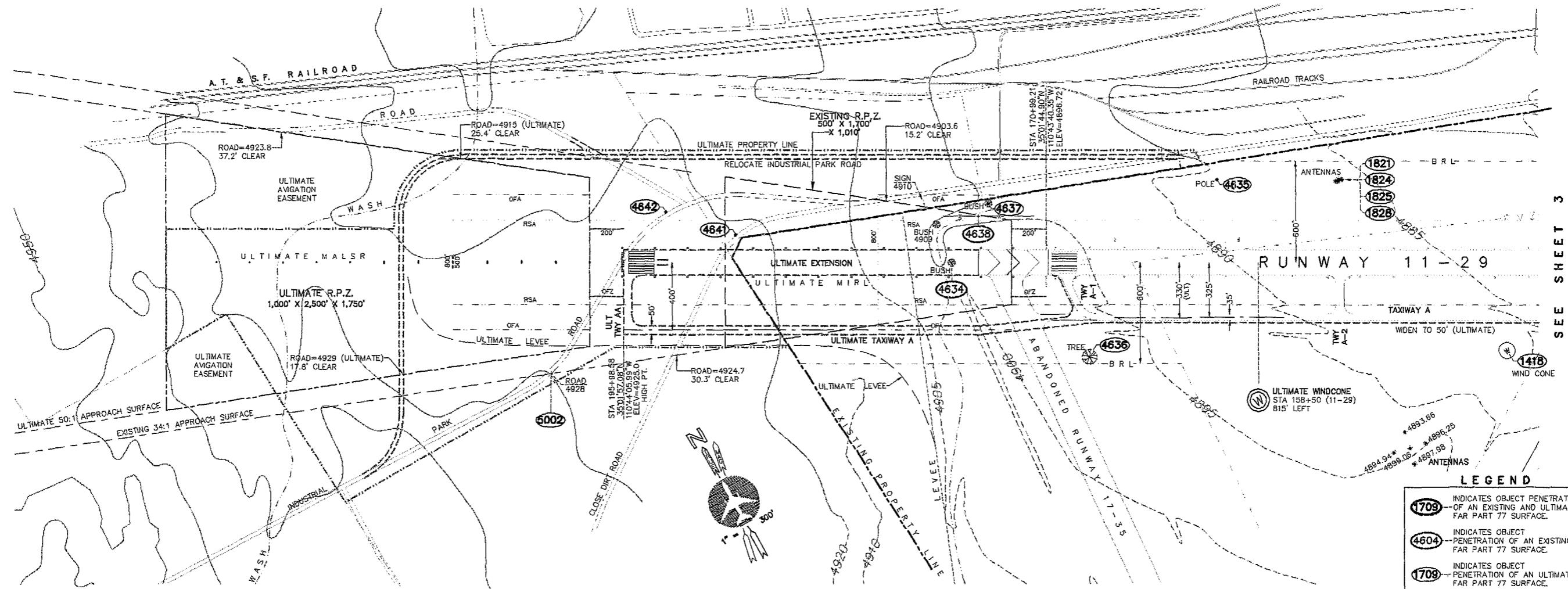


AIRPORT ROAD



RUNWAY 11 RPZ PLAN AND PROFILE

Winslow, Arizona



NOTE: THE LOCATIONS AND ELEVATIONS OF OBJECTS SHOWN ON THIS DRAWING ARE DERIVED FROM A FIELD SURVEY PERFORMED BY GANNETT FLEMING, INC. IN JULY OF 1997, WITH ADDITIONAL DATA FROM THE WINSLOW MUNICIPAL AIRPORT OBSTRUCTION CHART (OC 462), DATED OCTOBER, 1990. EXISTING GROUND CONTOURS WERE DIGITIZED FROM A COMBINATION OF U.S.G.S. 7.5' TOPOGRAPHIC MAPS AND THE WINSLOW MUNICIPAL AIRPORT ALP, DATED SEPTEMBER 16, 1981.

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REVISIONS

OBSTRUCTION TABLE - RUNWAY 11 (EXISTING)

OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION PART 77 SURFACE	ULTIMATE DISPOSITION
4634	BUSH	4908	0.7'	34:1 APPROACH
4638	FENCE	4903	2.4'	34:1 APPROACH

OBSTRUCTION TABLE - RUNWAY 11 (ULTIMATE)

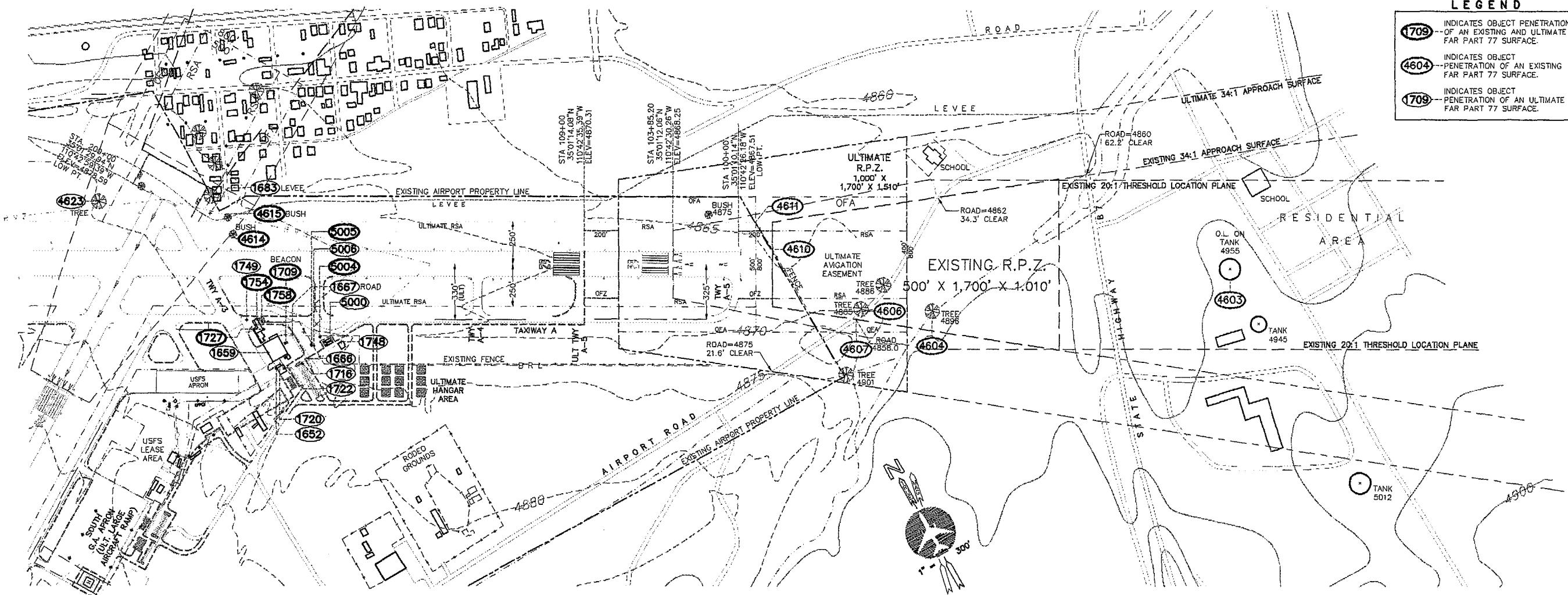
OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION PART 77 SURFACE	ULTIMATE DISPOSITION
1821	ANTENNA	4921.64	27.6'	PRIMARY
1824	ANTENNA	4898.64	2.4'	PRIMARY
1825	ANTENNA	4894.63	0.6'	PRIMARY
1828	SENSOR	4896.47	2.6'	PRIMARY
4635	POLE	4916	16.6'	PRIMARY
4637	BUSH	4911	1.8'	PRIMARY
4642	POST	4929	5.8'	PRIMARY
4942	POLE	4920	27.3'	TO BE REMOVED
1418	WIND CONE	4917.59	7.1'	TRANSITION
4638	TREE	4927	13.8'	TRANSITION
5002	ROAD (15' VEHICULAR CLEARANCE)	4943	15.8'	50:1 APPROACH

(1) FAA "DETERMINATION OF NO HAZARD" REQUESTED.

RUNWAY 29 RPZ PLAN AND PROFILE

Winslow, Arizona

SEE SHEET 4



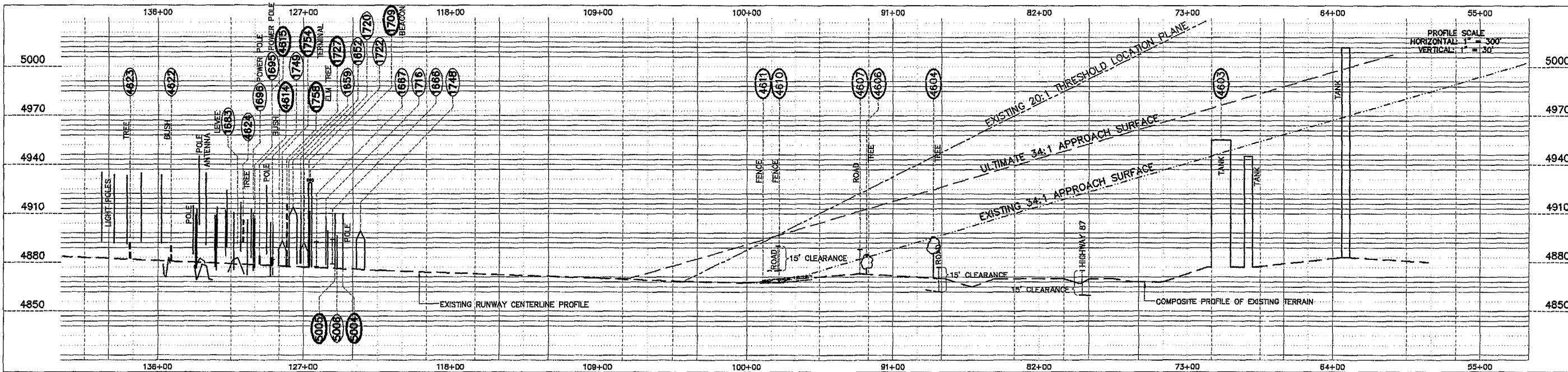
LEGEND

- 1709** INDICATES OBJECT PENETRATION OF AN EXISTING AND ULTIMATE FAR PART 77 SURFACE.
- 4604** INDICATES OBJECT PENETRATION OF AN EXISTING FAR PART 77 SURFACE.
- 1709** INDICATES OBJECT PENETRATION OF AN ULTIMATE FAR PART 77 SURFACE.

DATE OF DRAWING: JULY 1, 1998

PLANNER: *[Signature]* 07/01/98
ENGINEER: *[Signature]* 07/01/98

SHEET 5 OF 11



NOTE: THE LOCATIONS AND ELEVATIONS OF OBJECTS SHOWN ON THIS DRAWING ARE DERIVED FROM A FIELD SURVEY PERFORMED BY CANNETT FLEMING, INC. IN JULY OF 1997, WITH ADDITIONAL DATA FROM THE WINSLOW MUNICIPAL AIRPORT OBSTRUCTION CHART (OC 462), DATED OCTOBER, 1990. EXISTING GROUND CONTOURS WERE DIGITIZED FROM A COMBINATION OF U.S.G.S. 7.5' TOPOGRAPHIC MAPS AND THE WINSLOW MUNICIPAL AIRPORT ALP, DATED SEPTEMBER 16, 1981.

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OBSTRUCTION TABLE - RUNWAY 29 (EXISTING)

OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION PART 77 SURFACE	ULTIMATE DISPOSITION
1709	ROTATING BEACON ON TOWER POWER & LIGHT POLE	4930.43	21.9' 7:1 TRANSITION	INSTALL OBSTRUCTION LIGHTS (1)
1727	TERMINAL BUILDING & RESTAURANT	4904.52	7.1' 7:1 TRANSITION	INSTALL OBSTRUCTION LIGHTS (1)
1754	18' ELM TREE	4920.57	4.4' 7:1 TRANSITION	INSTALL OBSTRUCTION LIGHTS (1)
4615	BUSH	4884	2.3' 7:1 TRANSITION	PRIMARY TO BE REMOVED
4616	FENCE	4869	7.6' 7:1 TRANSITION	TO BE REMOVED
4610	POLE	4870	2.5' PRIMARY	TO BE RELOCATED
4603	OBSTRUCTION LIGHT ON TANK	4906	7.0' 34:1 APPROACH	TO BE RELOCATED
4604	TREE	4906	7.0' 34:1 APPROACH	TO BE REMOVED
4606	TREE	4885	1.6' 34:1 APPROACH	TO BE REMOVED
4607	ROAD (15' VEHICULAR CLEARANCE)	4888	5.8' 7:1 TRANSITION	INSTALL OBSTRUCTION LIGHTS (1)
5003	POWER POLE	4910	8' 7:1 TRANSITION	INSTALL OBSTRUCTION LIGHTS (1)

THERE ARE NO PENETRATIONS OF THE EXISTING DISPLACED THRESHOLD LOCATION PLANE.

(1) FAA "DETERMINATION OF NO HAZARD" REQUESTED.
(2) NORTHEAST CORNER OF BUILDING IS WITHIN PRIMARY SURFACE.

OBSTRUCTION TABLE - RUNWAY 29 (ULTIMATE)

OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION PART 77 SURFACE	ULTIMATE DISPOSITION
4623	TREE	4892	9.7' PRIMARY	TO BE REMOVED
1683	TOP OF LEVEE	4882.70	3.6' PRIMARY	TO REMAIN (1)
1709	ROTATING BEACON ON TOWER POWER & LIGHT POLE	4930.70	53.3' PRIMARY	INSTALL OBSTRUCTION LIGHTS (1)
1727	TERMINAL BUILDING & RESTAURANT	4930.82	53.7' PRIMARY	INSTALL OBSTRUCTION LIGHTS (1)
1748	WEATHER BUREAU BUILDING (VACANT)	4890.38	23.3' PRIMARY	TO BE REMOVED
1749	FIRE HYDRANT	4882.84	4.6' PRIMARY	TO BE REMOVED
1754	18' ELM TREE	4916	38.0' PRIMARY	TO BE REMOVED
4610	POLE	4884	5.4' 7:1 TRANSITION	TO BE REMOVED
4615	BUSH	4980	11.3' PRIMARY	TO BE REMOVED
4616	LIGHT POLE	4910.80	16.4' 7:1 TRANSITION	TO REMAIN (1)
1659	T.A.T. HANGAR BUILDING	4914.00	32.5' 7:1 TRANSITION	INSTALL OBSTRUCTION LIGHTS (2)
1696	ROAD (15' VEHICULAR CLEARANCE)	4994.00	8.5' 7:1 TRANSITION	TO REMAIN (1)
1716	POWER POLE	4907.25	17.4' 7:1 TRANSITION	INSTALL OBSTRUCTION LIGHTS (1)
1720	DRIVE-IN GARAGE GARAGE BUILDING	4892.50	1.1' 7:1 TRANSITION	TO BE REMOVED
1732	ANTENNA ON BUILDING	4806.59	14.8' 7:1 TRANSITION	TO BE RELOCATED
5000	ABOVE-GROUND FUEL TANKS	4910	10' PRIMARY	INSTALL OBSTRUCTION LIGHTS (1)
5004	LIGHT POLE AT FUEL PUMPS	4910	33' PRIMARY	INSTALL OBSTRUCTION LIGHTS (1)
5005	POWER POLE	4910	33' PRIMARY	INSTALL OBSTRUCTION LIGHTS (1)
5006	ELECTRICAL SERVICE PANEL	4901	24' PRIMARY	INSTALL OBSTRUCTION LIGHTS (1)

Prepared by:

NICHOLAS J. PELA and ASSOCIATES
AVIATION PLANNERS
and
Cannett Fleming
ENGINEERS AND PLANNERS

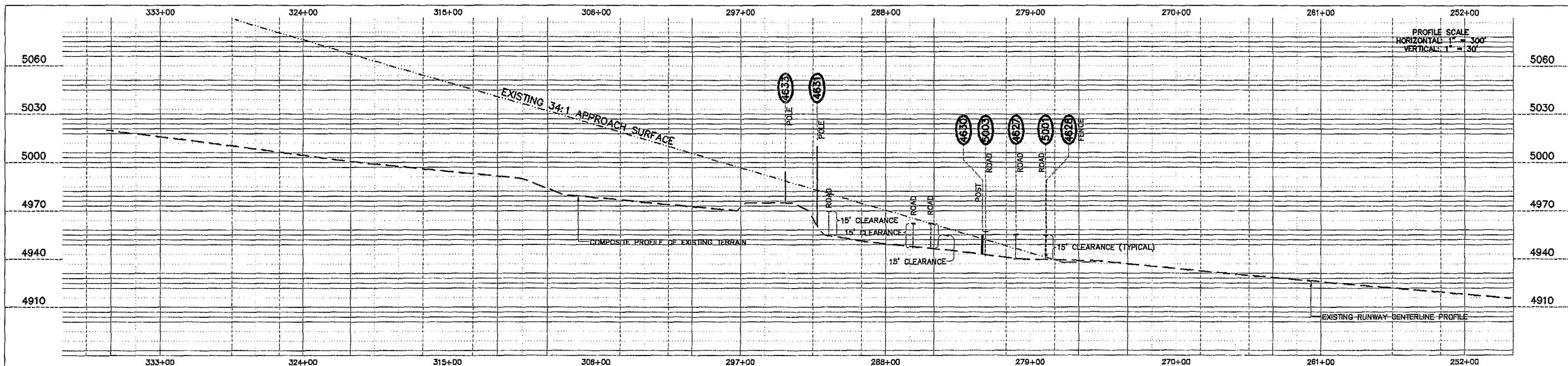
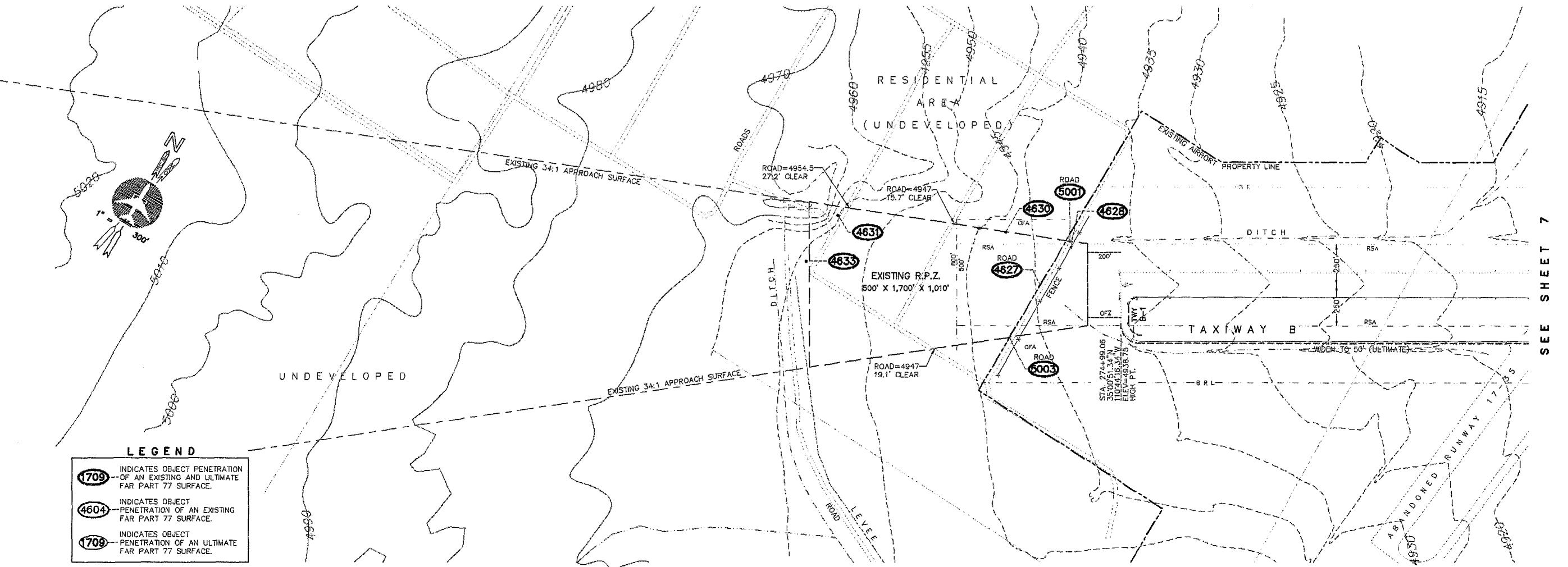
RUNWAY 4 RPZ PLAN AND PROFILE

WINSLOW-LINDBERGH REGIONAL AIRPORT

Winslow, Arizona

DATE OF DRAWING: JULY 1, 1998
PLANNER: *John M. P. 07/01/98*
ENGINEER: *John M. P. 07/01/98*

SHEET 6 OF 11



NOTE: THE LOCATIONS AND ELEVATIONS OF OBJECTS SHOWN ON THIS DRAWING ARE DERIVED FROM A FIELD SURVEY PERFORMED BY GANNETT FLEMING, INC. IN JULY OF 1997, WITH ADDITIONAL DATA FROM THE WINSLOW MUNICIPAL AIRPORT OBSTRUCTION CHART (OC 462), DATED OCTOBER, 1990. EXISTING GROUND CONTOURS WERE DIGITIZED FROM A COMBINATION OF U.S.G.S. 7.5' TOPOGRAPHIC MAPS AND THE WINSLOW MUNICIPAL AIRPORT ALP, DATED SEPTEMBER 16, 1981.

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No. BY DATE	CHANGE	
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OBSTRUCTION TABLE - RUNWAY 4 (EXISTING & ULTIMATE)

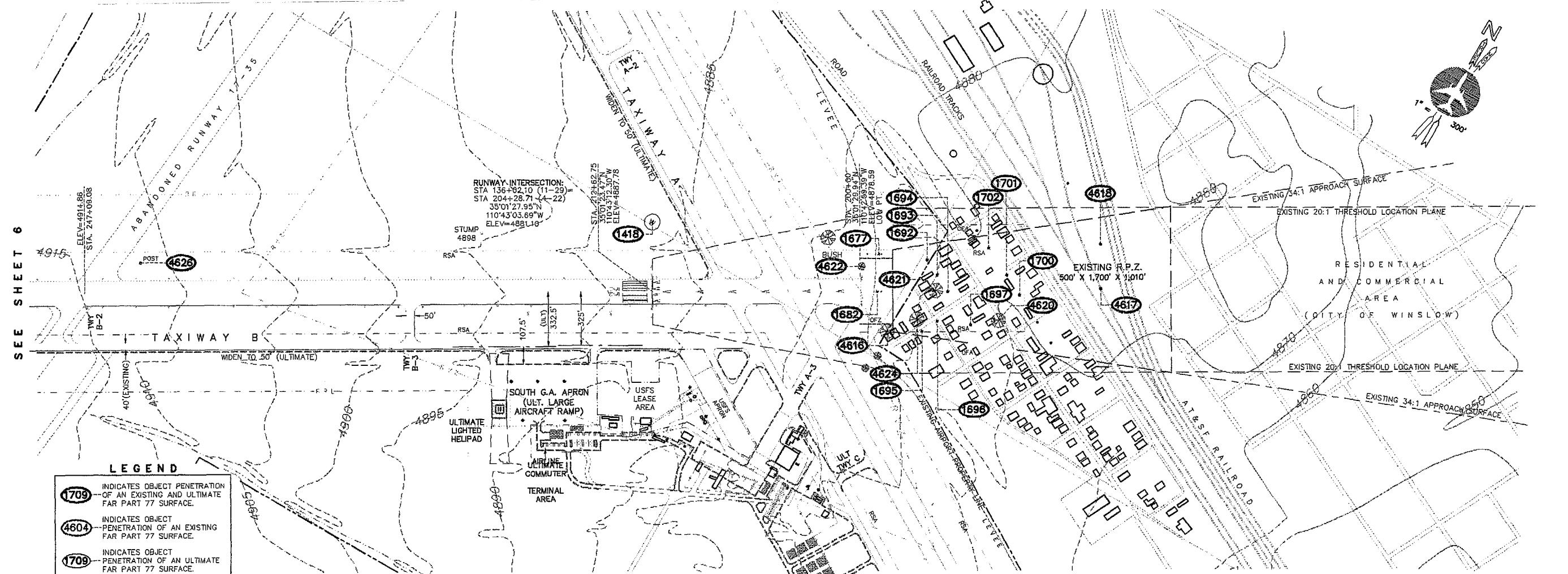
OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION PART 77 SURFACE	ULTIMATE DISPOSITION
4627	ROAD (15' VEHICULAR CLEARANCE)	4955	7.7'	34:1 APPROACH
4628	FENCE	4943	7.3'	34:1 APPROACH
4630	POST	4955	1.5'	34:1 APPROACH
4631	POLE	5010	25.4'	34:1 APPROACH
4633	POLE	4994	4.7'	34:1 APPROACH
5001	ROAD (15' VEHICULAR CLEARANCE)	4953	11'	34:1 APPROACH
5003	ROAD (15' VEHICULAR CLEARANCE)	4957	5.3'	34:1 APPROACH

(1) FAA "DETERMINATION OF NO HAZARD" REQUESTED.
(2) AVIATION EASEMENT REQUIRED.

Prepared by:
NICHOLAS J. PELA and ASSOCIATES
AVIATION PLANNERS
and
Gunnell Engineering
ENGINEERS AND PLANNERS

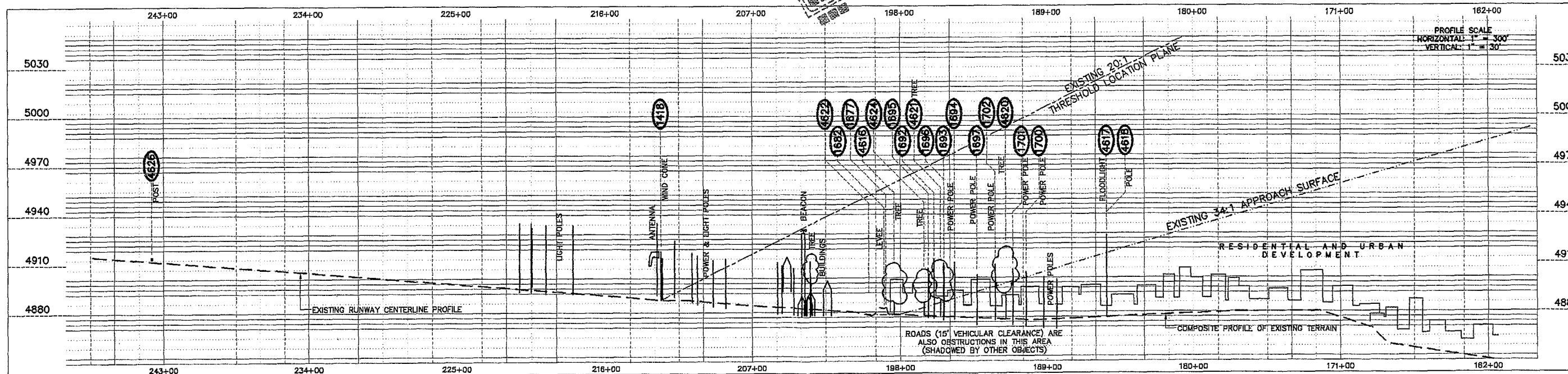


and
Gunnell Engineering



**RUNWAY 22 RPZ PLAN AND PROFILE
WINSLOW-LINDBERGH REGIONAL AIRPORT
Winslow, Arizona**

VILSLOW, ALIZZIA



NOTE: THE LOCATIONS AND ELEVATIONS OF OBJECTS SHOWN ON THIS DRAWING ARE DERIVED FROM A FIELD SURVEY PERFORMED BY GANNETT FLEMING, INC. IN JULY OF 1987, WITH ADDITIONAL DATA FROM THE WINSLOW MUNICIPAL AIRPORT OBSTRUCTION CHART (OC 462), DATED OCTOBER, 1990. EXISTING GROUND CONTOURS WERE DIGITIZED FROM A COMBINATION OF U.S.G.S. 7.5' TOPOGRAPHIC MAPS AND THE WINSLOW MUNICIPAL AIRPORT ALP, DATED SEPTEMBER 18, 1981.

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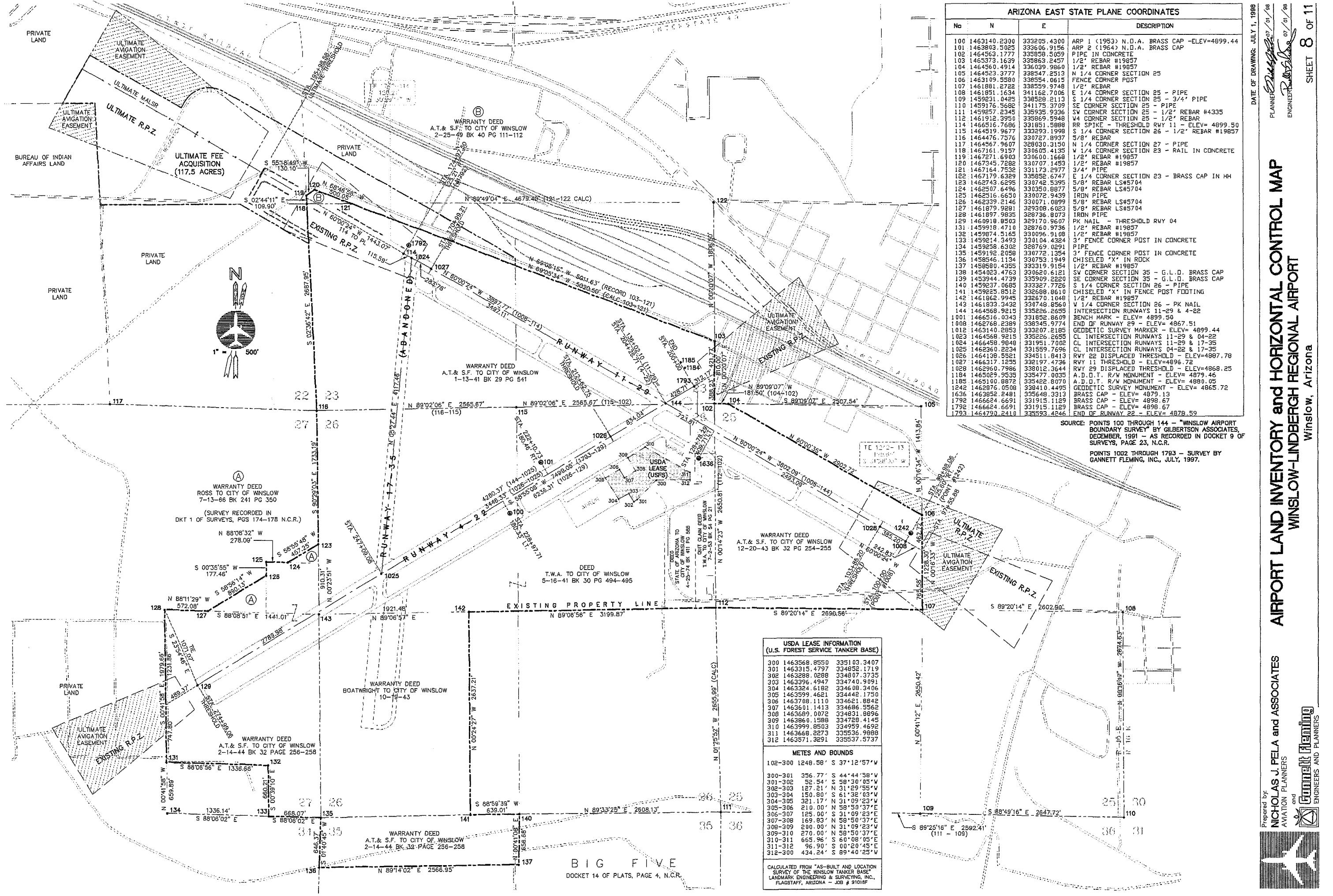
OBSTRUCTION TABLE - RUNWAY 22 (EXISTING & ULTIMATE)

OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION		ULTIMATE DISPOSITION
			PART 77	SURFACE	
4626	POST	4915	1.8'	PRIMARY	TO BE REMOVED
1415	WIND CONE	4917.69	5.0'	7:1 APPROACH	TO BE RELOCATED
1677	TOP OF LEVEE	4882.86	4.7'	PRIMARY	TO REMAIN (1)
1678	TOP OF LEVEE	4882.94	4.8'	PRIMARY	TO REMAIN (1)
4616	TEST	4910	31.4'	PRIMARY	TO REMAIN (1)
4622	BUSH	4890	11.4'	PRIMARY	TO REMAIN (1)
1692	POWER POLE	4912.56	28.0'	3:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
1693	POWER POLE	4908.55	22.2'	3:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
1694	POWER POLE	4910.4	22.2'	3:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
1695	POWER POLE	4908.94	23.4'	3:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
1696	POWER POLE	4902.03	23.7'	3:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
1697	POWER POLE	4902.88	10.8'	3:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
1700	POWER POLE	4904.51	3.4'	3:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
1701	POWER POLE	4908.08	7.7'	3:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
1702	POWER POLE	4908.12	13.5'	3:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)

OBSTRUCTION TABLE - RUNWAY 22 (EXISTING & ULTIMATE)

OBJECT NUMBER	DESCRIPTION	TOP ELEVATION	PENETRATION		ULTIMATE DISPOSITION
			PART 77	SURFACE	
4617	FLOODLIGHT ON POLE	4924	8.1'	34:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
4618	POLE	4927	11.1'	34:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
4620	TREE	4920	22.5'	34:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
4621	TRFF	4912	26.3'	34:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)
4624	TREE	4908	23.2'	34:1 APPROACH	INSTALL OBSTRUCTION LIGHTS (1)

(1) FAA "DETERMINATION OF NO HAZARD" REQUESTED (DISPLACED THRESHOLD).
THERE ARE NO PENETRATIONS OF THE EXISTING DISPLACED THRESHOLD LOCATION PLANE.



AIRPORT LAND INVENTORY and HORIZONTAL CONTROL MAP
WINSLOW-LINDBERGH REGIONAL AIRPORT

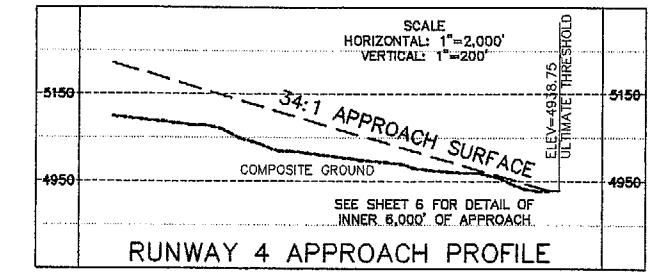
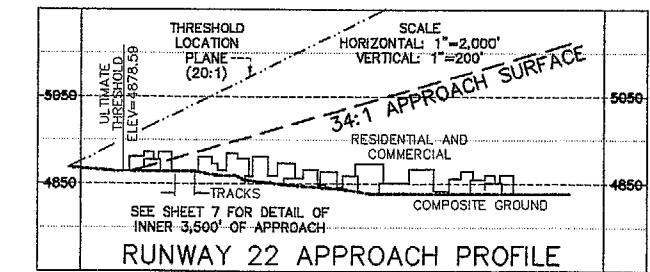
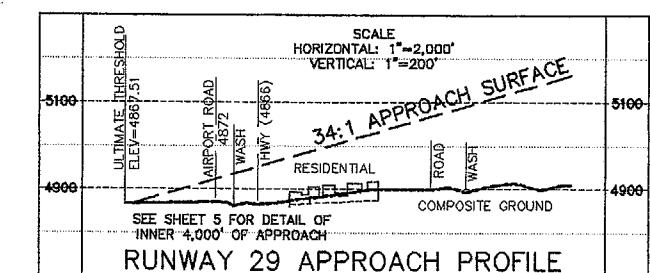
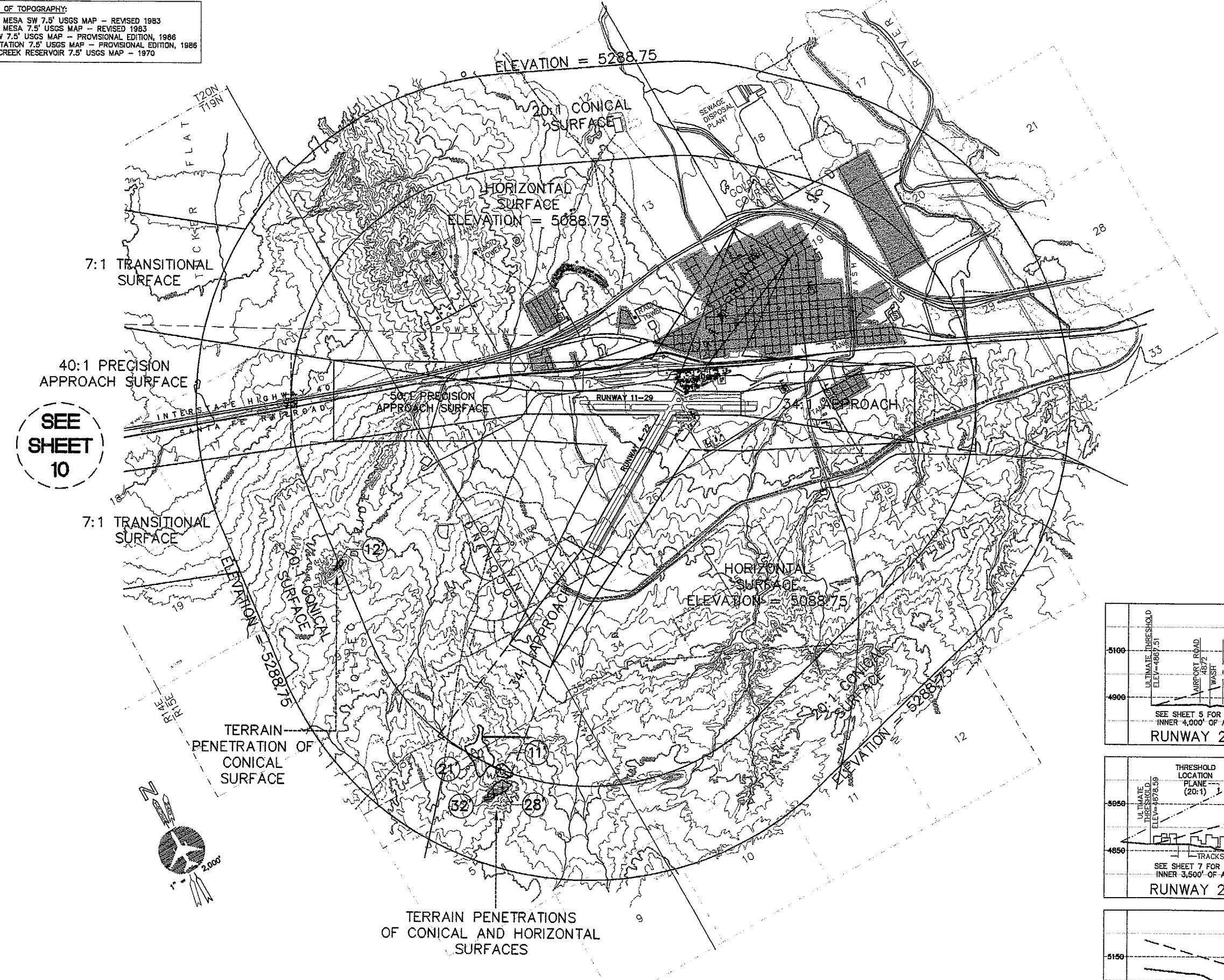
Winslow, Arizona

Prepared by:
NICHOLAS J. PELA and ASSOCIATES
AVIATION PLANNERS
and
GANNETT FLEMING
ENGINEERS AND PLANNERS

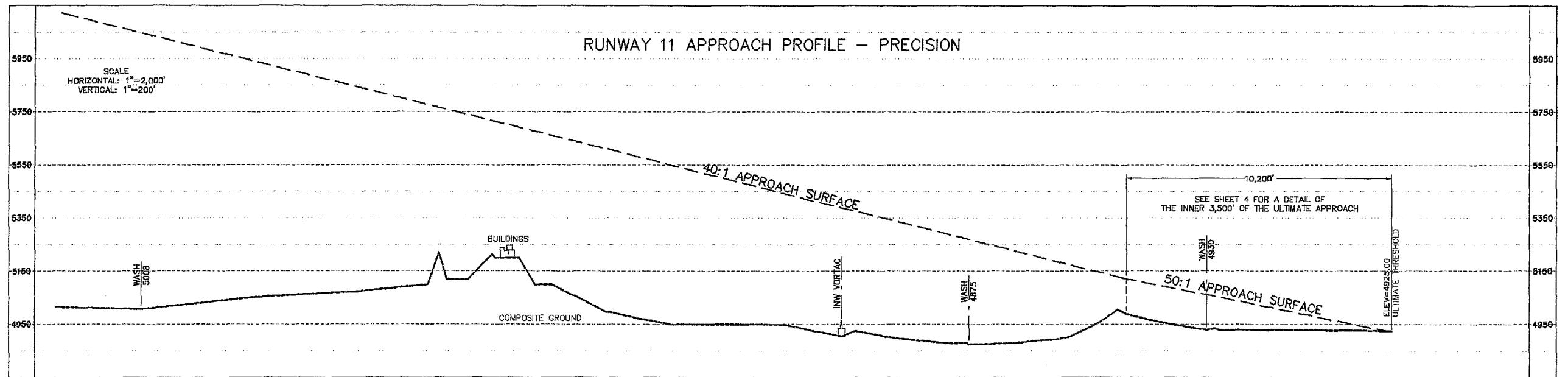
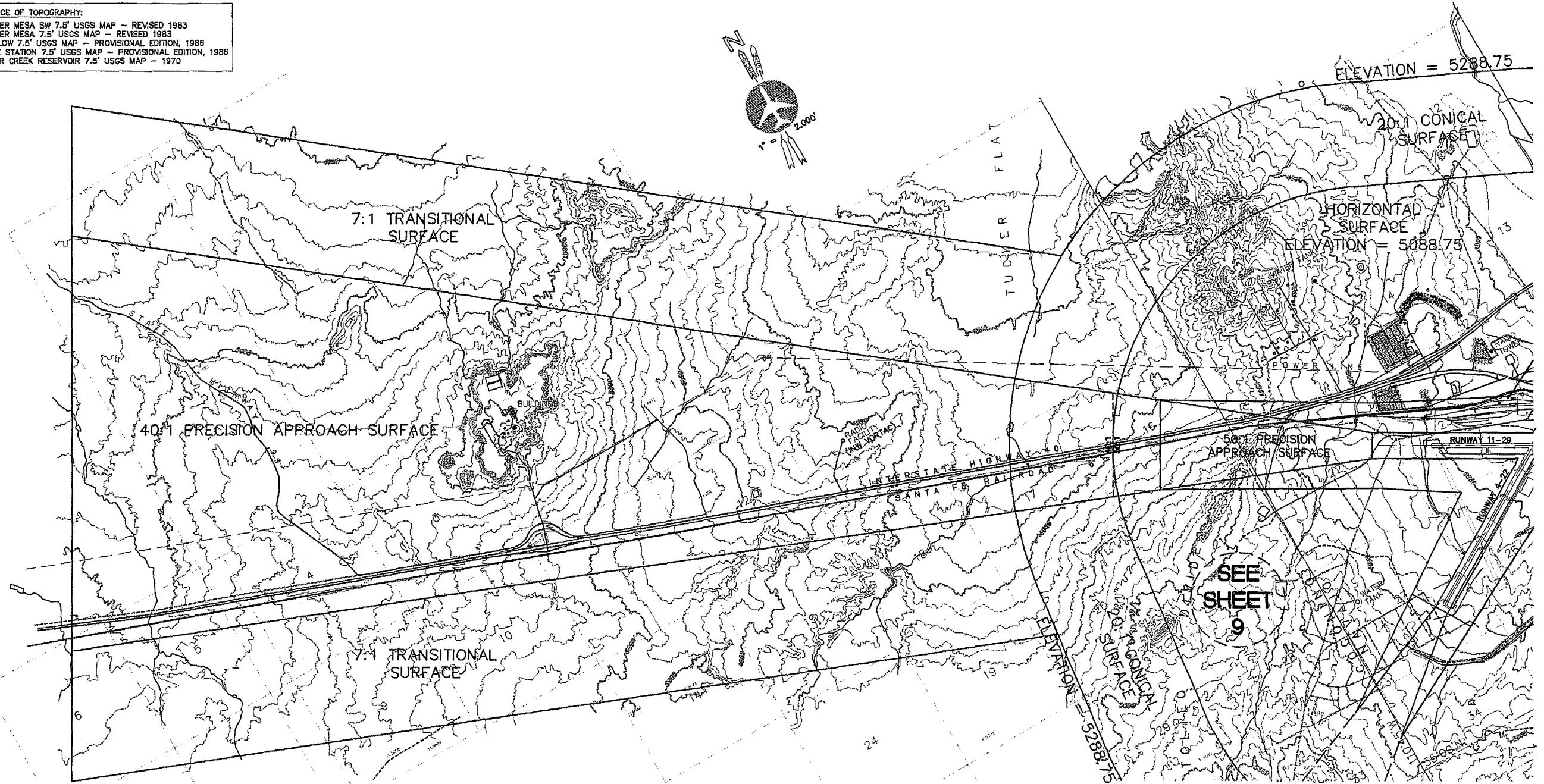
DATE OF DRAWING: JULY 1, 1998
PLANNED BY: *[Signature]* 07/01/98
ENGINEER: *[Signature]* 07/01/98

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SOURCE OF TOPOGRAPHY:
 TUCKER MESA SW 7.5' USGS MAP - REVISED 1983
 TUCKER MESA 7.5' USGS MAP - REVISED 1983
 WINSLOW 7.5' USGS MAP - PROVISIONAL EDITION, 1986
 ROCK STATION 7.5' USGS MAP - PROVISIONAL EDITION, 1986
 CLEAR CREEK RESERVOIR 7.5' USGS MAP - 1970



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 CLEAR CREEK RESERVOIR 7.5' USGS MAP - 1970



AIRPORT AREA LAND USE DRAWING
WINSLOW-LINDBERGH REGIONAL AIRPORT

Winslow, Arizona

Prepared by:
NICHOLAS J. PELA and ASSOCIATES
 AVIATION PLANNERS
 and



and

DATE OF DRAWING: JULY 1, 1998
 PLANNER: *[Signature]* 07/01/98
 ENGINEER: *[Signature]* 07/01/98

SHEET 11 OF 11

